# The Skyland Special Schedule

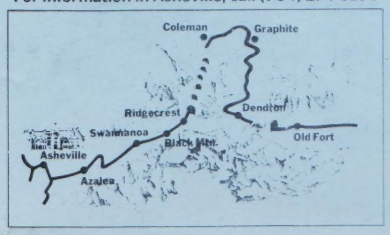
| | Saturdays & Holidays | Sundays |
|---|---|---|
| Leave Asheville | 9:00 a.m. | 1:00 p.m. |
| Arrive Old Fort | 10:20 a.m. | 2:20 p.m. |
| Leave Old Fort | 11:00 a.m. | 3:00 p.m. |
| Arrive Asheville | 12:30 p.m. | 4:30 p.m. |

**TRAIN FARE:**
Adult $6.00 Children (2-12): $3.50

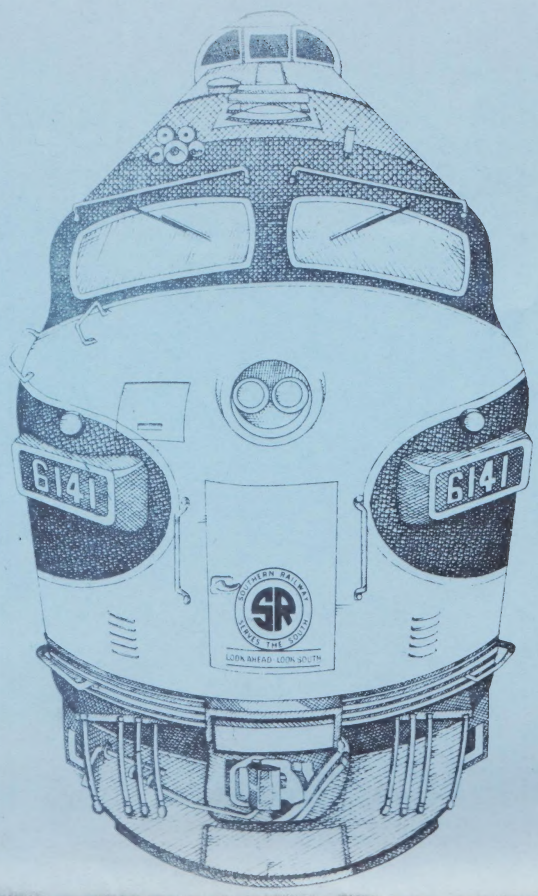
**DATES OF OPERATION**

Weekdays—Saturdays, Sundays,
May 29-September 5 inclusive
Holidays—Mondays, May 31 (Memorial Day)
July 5 (Independence Day)
September 6 (Labor Day)
Autumn Foliage—Saturdays, Sundays,
October 9-10, 16-17, and 23-24

For information in Asheville, call (704) 274-0104




SOUTHERN
THE RAILWAY SYSTEM THAT GIVES A GREEN LIGHT TO INNOVATIONS

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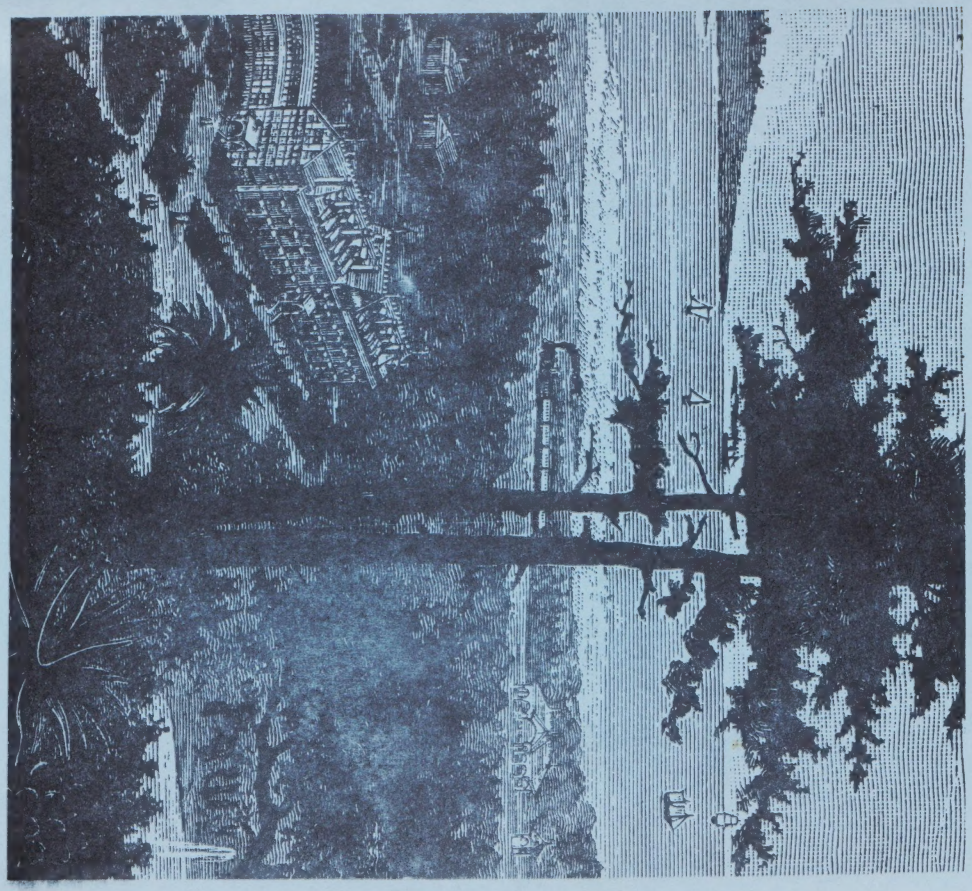

# RAIL TRAVEL NEWS

VOL.6 NO.10
SECOND ISSUE OF
JUNE 1976
#132

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Oneonta, New York

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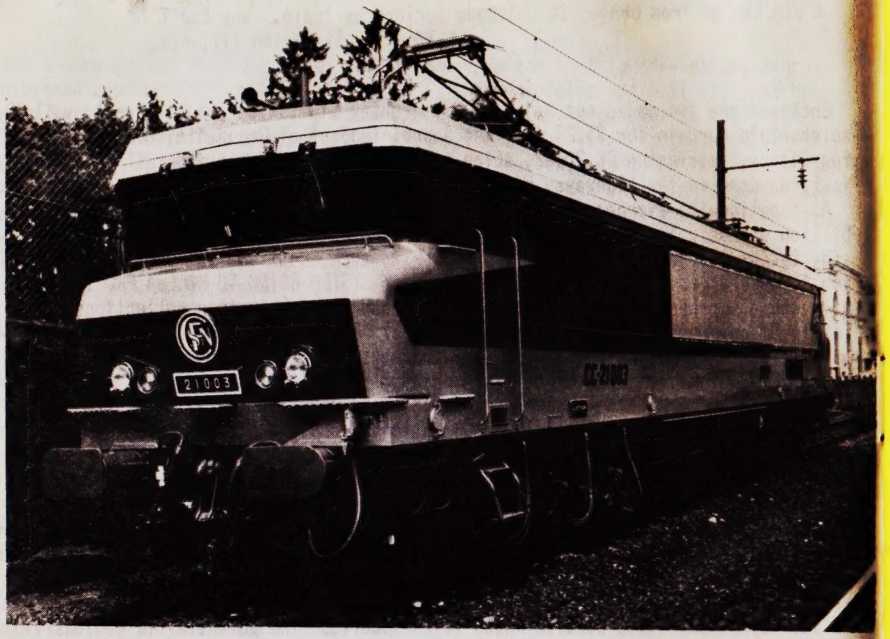

## AMTRAK WILL TEST FRENCH ELECTRIC LOCOMOTIVE

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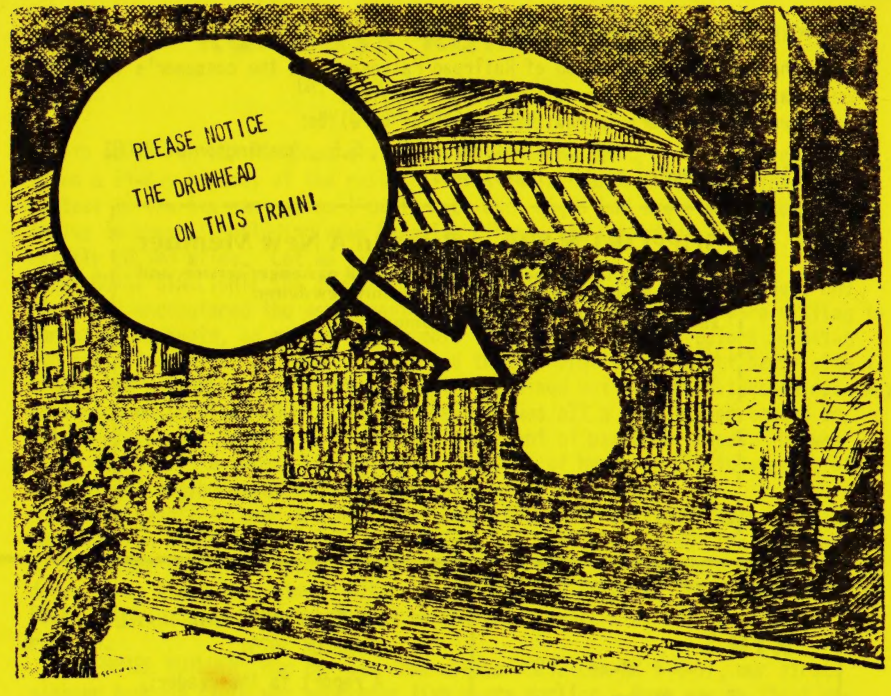


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SUPPLEMENT PAGE A

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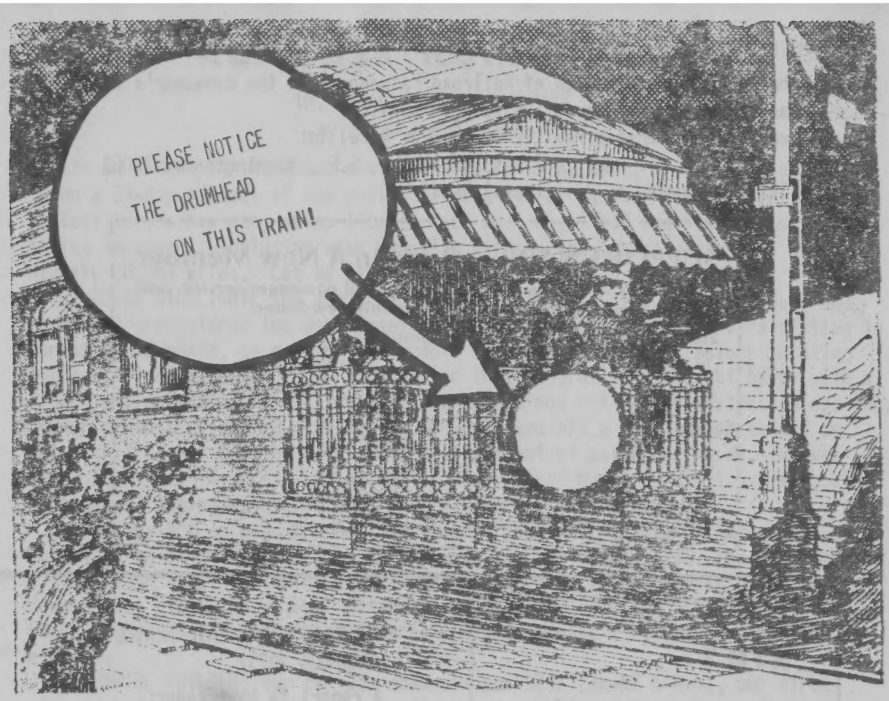


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SUPPLEMENT PAGE A

MORE THAN EVER, NARP NEEDS YOUR SUPPORT!

The National Association of Railroad Passengers is the consumer's lobbyist in Washington for better rail passenger service.
Send your membership remittance ($10 or more) to:

NARP, 417 New Jersey Ave. S.E., Washington DC 20003

(This ad donated by Rail Travel News)

**SUPPORT NARP — Bring In A New Member**

**Yes, I want to aid the cause of better rail passenger service, and receive a membership card and monthly newsletter.**

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**RTN'S**

**RAIL TRAVEL YEARBOOK**

**1975**

WHERE IS RTN'S RAIL TRAVEL YEARBOOK 1975?

A report to the reader:

Our first yearbook has obviously been delayed beyond its originally announced publication date. It will be out very soon. In the meantime, it has been growing in size and features, so you'll be getting more than you thought you would!

Thank you for your advance order! If you haven't ordered yet, and want to be assured of a copy of this very limited edition, send the coupon or a note to us, with remittance of $3.50 per copy (Calif. add tax of 21¢--or 23¢ in BART counties). Thank you!

MESSAGE MEDIA
Box 9007, Berkeley CA 94709.

Send me ___ copy(ies) of RTN's Rail Travel Yearbook 1975 as soon as it's ready.
Amount enclosed: $ _____.

NAME .....

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.....



# Railpass Ramblings

OR, USING THE USA RAILPASS

by Peter Putnam Bretz

With an Amtrak USA Railpass clutched tightly in my hand, I embarked last April 19 on a 24-day odyssey of the rails. It was not my purpose to enter into any contest to see how many miles I could rack up. No, I had specific routes and trains to cover. Including some Canadian mileage and ConRail trains, I achieved exactly 20,583 miles. Let me tell you how it went.

THE COAST STARLIGHT: The day after Easter vacation, Susie and I boarded, and right off encountered the usual seat-arrangement problem. People were sitting in our assigned seats, so we had to scramble thru several coaches before locating two seats together. At lunch I reflected that generally if I'm not happy with a diner, I'm not happy with a train. So I determined not to tip waiters unless they perform good service. Our waiter on train 14 was all a good waiter should be. Pete Gonzales was courteous, efficient, cognizant of passenger needs. He was right there with a second cup of coffee, a touch of humor in his inquiries, etc--a beautiful beginning of a long trip.

Service wasn't as good the next day aboard the MOUNT RAINIER. Amtrak was using car 8401, an ex-GN diner-coach, and service was a slow shuffle. The menu was one of the older ones, featuring slightly reduced prices with adequate selection. No domes, tho, along the water. After the Portland Holiday Inn, it was north on the PUGET SOUND. Same consist and crew as yesterday, same slow uninterested serving routine.

THE EMPIRE BUILDER: Our car was dome sleeper 9212 (ex-NP 4-4-4), our first sleeper bedroom since our honeymoon five years earlier. Here was my first encounter with a female sleeping car porter. She said she hated those plastic mattresses, as I did. The train had 9801 "Silver Patio" dome-buffet subbing for a Great Dome. The diner was 8066 "Lake Chelan", and here the fun took place. In two full days, I gave only one tip. Food was alright, but service was sullen, silent, and slight. The waiter at breakfast resented the fact that I gave him no tip the night before, so he was worse this morning. Not only that, but he placed a change tray with someone else's tip money on my table, left it there a few minutes, then pocketed the coins in a manner to show me that I was expected to leave some money too. I didn't. During the day, whenever I passed thru the diner, I would receive dirty glances, hear comments behind my back, and even have the waiter refuse to move out of the way as I attempted to pass. By day's end, I was thoroughly intimidated and was getting paranoid. Yet, I overheard the Steward pushing those guys--"What do you mean, you don't want to serve people? We can't have that sort of thing!" Seems other patrons were having similar difficulties. So, my tipping resolve was really being tested, but I persevered.

Elk appeared on the right-of-way in Glacier Park, water was up to the train wheels approaching Minot, ND, but we made it across the swollen river. Back in the sleeper, tiny coach pillows were the only ones available--very inadequate. A coach blanket was in place but it was too short and light for bed use (Amtrak gave up on its limited use of coach blankets because of sanitation problems).

At Chicago, Susie Turboed off to Detroit to visit her mother, while I went to St. Petersburg on THE FLORIDIAN. East of Chicago, it was rare to find a dining car attitude of snide remarks and grudging non-service. The menu offered grits, and I had these, as well as a crumbly, cake-like muffin instead of the English variety normally offered. The food and service were surprisingly high quality, in our 1939-vintage SAL diner #8001.

In other respects, the FLORIDIAN was a clunky little train. Both domes were dirty, one with fogged windows and broken A/C. Coach passengers had to traipse

thru the sleepers to reach the diner; there was no lounge car, and one of the sleepers leaned. My roomette was in "Sumpter County." My seat had a broken armrest which I propped up with a coat hanger (the porter eventually managed to break it), and I could see thru broken tines in the door vent out into the hall. Again, an awful plastic mattress. I slipped and slid around all night, and was hot. During the day in Tennessee and Alabama, my porter remained sound asleep in a roomette, and didn't bother to make up the beds for the second night. That's a big no-no. He forfeited his tip for that laziness. I've noticed that nowhere in the system do Amtrak porters sleep in the spaces provided by the car builder. They always take up a roomette or bedroom. This makes it harder during the summer with crowded conditions. But the porter's room is always "blanked." After Birmingham, SCL track was much improved over the L&N. The engineer wheeled our little train at top speed, taking the curves on "two wheels." But we had to sit 15mins for time at Dothan.

THE SILVER STAR: It was hot and muggy at St. Petersburg, but nice and cool inside "Berkeley County," roomette 8, at the end of the train. Six coaches separated us from diner 8063. We spent 45mins at Auburndale getting the consist up from Miami arranged. Because the lounge car was bad-ordered, everything was merely stuck up front of us. That meant that after going thru the 6 coaches and the diner, I passed 5 more coaches to another diner (8088), then finally the lounge-sub, which was 3232 "Sun View," with all the sunview windows fogged. Another sleeper was forward. All night, coach passengers were coming and going, trying to get beer, soda pop, and snacks. Let's hope this arrangement was unusual.

I waited exactly 9mins in the diner for the Steward to bring me and menu. He seemed to be "high" on something, just barely stumbling thru his duties, with waiters constantly reminding him of things. I enjoyed the Chef's Salad and white wine while watching these proceedings.

THE CHAMPION: I turned right around and rode #87 back down to Jacksonville, taking a slumbercoach room (upper 11) in "Loch Tay." The bed sheets were very narrow, fitted affairs. They are completely inadequate as cover, literally no wider than the narrow bed itself. In other slumbercoaches, I found regular sheets, doubled over, which I always spread out. The regular-type mattress helped, however. This was a good train in many respects. There were complimentary newspapers in the first class lounge. Consist was baggage, dorm, 7 coaches, lounge 3333, diner 8062, "Loch Tay," 3228 "William A. Griffin Jr." lounge-sleeper, 2236 "Magnolia Gardens," and 2784 "Seminole County." The practice of putting the slumbercoach with the sleepers is better than the arrangement on the BROADWAY of having it ahead of the coaches.

THE SILVER METEOR: I transferred at Jacksonville in order to cover the track via Ocala. This consist, running as Second #87, placed the lounge (3311) and the diner (8016) between the 8 coaches, with sleepers 2691 and 2785 on the rear. It lacked the class of the CHAMPION. I jumped off at Ft. Lauderdale, stayed at the station about 30mins, and grabbed the northbound FLORIDIAN (second trip).

The FLORIDIAN was clunkier than before, as there were no domes this time. I sprang for the roomette cost again and got into "Sarasota." It was followed by 8022 (ex-FEC diner), 4415 and 5469. Added at Auburndale (this was during the short period when the consist split at this point) were lounge 3343, coach 4581, and sleeper 2242 "The Homestead," an 11-bedrm running in place of a 10-6. We left in that order. The CHAMPION's diner had had no flowers; here, by contrast, were red, white and blue carnations--three flowers to a vase. It was the only place I saw those blue carnations. Food was better than on the other three Florida trains, altho they couldn't cook pancakes well. Even after they were sent back, they were mealy and undercooked. I just barely choked them down.

At first I wanted to transfer to the 2242 to get a bedroom at a roomette price, but the car had two broken rooms. The beds were hanging down from the ceiling at precarious angles, revealing broken cables, etc. Also, the refurbishers had removed the thick folding walls between rooms, replacing them with thin, folding walls which let in much light and sound. No good, says I, and I stay in my roomette. It took awhile to reach the roomette bed latch under the bed and twist it back to secure the bed. Even so, the bed kept rising, so I finally moved across the aisle. The A/C was tired, working hard in the hot Florida night. The porter explained that low water in a car sometimes causes this. Lo and behold, after watering up at Sanford, the A/C began working fairly well. In fact, I woke up frozen in the morning. But no hot water for shaving.



PETER'S PASS PROCEDURES

The easiest part of USA Railpass (pronounced use-a-rail) is the initial procurement. The hassle comes in trying to obtain regular tickets with it. During the off-season (when I rode) reservations could be made two weeks in advance. It was quite involving getting Reservations clerks to understand my comings and goings (bless that toll-free number). The poor agent at Oxnard had to use hand-written forms for my itinerary, as no console had been installed yet. I left the procurement of some tickets to agents down the line. I approached various clerks in Chicago, Newark, St. Petersburg, and elsewhere with requests for additional tickets. The ease of securing same depended upon the individual temperament of the person involved. Invariably, slow clerks seemed to be encountered at the busiest times. Chicago Union Station was particularly hairy. The really crowded period is in the middle of the afternoon when many long distance trains are arriving and departing. Now, the summer Pass policy is to get your sleeper space only ½-hour before your train time. I can imagine mobs of people in long lines anxious to make their connections, then encountering the slow delay of "punch-up." If space is there, the agonizing processes of writing out the forms for step-up, getting a computer strip-ticket for coach space (if you don't already have it), the checking of the Pass, the signing in, the unnecessary writing down on the envelope of the train departure time and gate number, etc., etc. Meanwhile--"All Aboard!" These progressions and safeguards look great as planned in an office; but time-consuming in practice. The requirement of the Pass is, in addition to getting a regular coach ticket, an additional ticket form for the step-up to first class. Some clerks issued me both when I went sleeper, others gave me just the first-class portion. This lack of the coach part caused some raised eyebrows along the line, but no trouble. The scene on board also varies. Each ticket gotten with the Pass is stamped "Special," alerting the conductor that a USA Railpass is involved. He is supposed to look at your Pass, have you sign your ticket, and makes sure your Pass is up to date. It was the fourth train I was on before any conductor asked to see my Pass. In three weeks, only about 6 or 7 ORC's did any checking, and only twice was I asked to sign a ticket.

The lounge car (tavern-bar observation) was facing the wrong way, and had a big diaphragm attached over the rounded section. Most of the windows were fogged. Then, the A/C, as well as the lights, were out. The solution was to use cy-a-lum chemical-glo illuminators--little tubes that gave a green, but dim light to the lounge, and permit it to remain open. In the dim light a teenage couple were petting heavily. A drunk was boozing it up and buying drinks for all. A fat Mexican traveler and his wife had brought along a portable record player and were spinning hard-rock disks at a table. No one seemed to mind all this.

THE SOUTHERN CRESCENT: Relaxing--that's my description of my sojourn over the Southern Railway. At Brimingham, the three cab units were dirty, but the inside

of the train was very clean. Cars were SR baggage 1703; coaches 832 & 836; sleeper "Rappahannock River", Amtrak 2626 "Pacific Plateau", diner 3307, and dome parlor 1602. It was a relief from days of red, orange, purple and blue. Yellow flowers were in the diner. Steam locomotives adorned the menu, and luncheon was melon, ham & cheese sandwich, cocoa with bread-&-butter pudding. Food was superb, service average. Roadbed: rocky and rolly.

At supper out of Atlanta, I selected Prime Rib with lemon pie for dessert. Excellent. An 18-year old girl, whose father is a Southern official, sat with me at dinner. At Peachtree Station, the dome was removed, and added were coach 830; sleeper-lounge CRESCENT MOON, 3403 "Holston River" (my car), 2301 "Royal Court," coach 840; and business cars 9 and 7. Henry Moore was in the last car. The lounge in 2352 contained a full-color mural of the 4501 in fan-trip action. The Master Room had pictures of the steamer at Terminal Station in Birmingham. Getting to sleep was a problem because of the rough roadbed. I tossed and turned most of the way to Washington. Everything else about the train is great, but it sure bounces.

THE CORRIDOR, or AMTRAK'S RAILROAD: Since the arrival of the Amfleet, the whole corridor is changed. This new equipment is more comfortable and convenient than any in recent years. It is at this point, not before, that the slogan "We're making the trains worth traveling again" should have appeared. Comfy seats, high backs, tables, proper-level windows, lighting, all create a pampered feeling for the coach passenger. We all have memories of "Congo" cars and converted sleepers. Good riddance, I say.

I rode the corridor many times this trip, sampling everything: Amfleet, Metroliner, Congos, and (probably for the last time) a P-70 coach (behind an E60 yet!). I like these old Pennsy cars (mine was 1639--Standard Steel Car, 1926), still in Tuscan Red with faded Keystone. They ride, not surprisingly, as well as the Amfleet. It's the weight.

I tried an Amclub car on THE BANKERS from Philadelphia to Baltimore. Mr. Mony Feurstein was my attendant. He's as good as Turn-of-the-Century service was. He took my coat, placed my food orders, suggested certain items, etc. "I'm your obedient servant, sir." And he liked his job. He made this the most memorable train on my trip. Service rated a full "9" on RTN's scale. The elegant car was fine, also. Yes, I predict the Amfleet will draw passengers like bees to flowers.

YANKEE CLIPPER (United Aircraft Turbo): Not many people use this late-night departure, as it goes only to Providence. I was invited up into the operations cubicle, viewing the single-track tunnel under the East River out of Penn Station, plus Hell Gate bridge, etc. The Turbo runs better at higher speeds than low. The crew said the train runs at its best now, since Amtrak's had a chance to get used to it.

THE MONTREALER: No Pub car, just an ex-NYC grill-diner (8337) as diner-lounge. Also, 3952, coach-snack bar, was used. My sleeper was 2772 "Columbia." Here for the first time a porter shined my shoes! And they were getting pretty dirty by this time, the 11th day out. No customs at St. Albans; everything was done at Cantic. I now rode around in Canada for a while as my USA Railpass went unused for five days.

Tuesday, May 4, found me waiting on the platform at Montreal West for THE ADIRONDACK to arrive. Alco PA #18 pulled a standard consist of dome coach, diner, and two D&H coaches. "Saratoga Inn" was diner-lounge, and along the shores of Lake Champlain I got my best meal: Ham Steak with mashed potatoes, and carrots glazed with lemon. Very unusual and tasty. My compliments went to the chef. Pie with lots of ice cream topped off an outstanding meal. Service was almost as excellent. Piped-in music too. Maybe all will be lost with this train. Passenger loading was light, with only one or two others enjoying lunch.

Just north of Crown Point, we came to a stop with full service brake application. A large birch tree had fallen across the track up ahead. Too big and heavy to



move, so a radio call was made and presently a pickup truck arrived with picks, saws and axes. "Hey, where's the chain saw?" Well, there was one at Plattsburg, a couple down at Albany, none close by. Now, the swinging of the axes began. As time passed, only the chop, chop, chop of the axes could be heard, with occasional swear words. Someone had the bright idea of bringing the engine up and attaching a chain to the log, and pulling it off with the loco. A rope was produced, but after one yank, "snap"--and it was back to the chopping. Finally, all was clear as the tree was shoved off the track. About an hour late only. South of Albany, I wanted to catch No. 49, but due to lateness I had to change at Poughkeepsie. However, I goofed and got off at Rhinecliff. That cost me some miles. Waiting on the platform after the NIAGARA RAINBOW departed, I had to go up into the station to avoid two mugger-type teenagers.

Finally, here comes the LAKE SHORE LIMITED. Only the last car stopped at the platform, so I had to trundle thru the entire train to get to my slumbercoach. But... 2233 "Sebring" (11-bdrm) was subbing. I was quickly informed that some Army recruits would get that car, and I was re-assigned to 2707 "Bradenton", a 10-6. Great--a regular sleeper at a mere $7.50 extra. I enjoyed a restful sleep along the Water Level Route, with less rough track encountered than I expected.

Our diner was 8336 (ex-NYC grill-diner), with all tables in use for supper. That's an improvement. Car 3640 "Miles Standish", 29-seat parlor car with drawing room, was serving as a lounge car. All coaches were ex-NYC, as was the Boston sleeper "Navajo Valley."

I took three trips on the LAKE SHORE and two on the BROADWAY in rapid succession. The LAKE SHORE is a more genteel train. The BROADWAY is more rush-rush and crowded. The LAKE SHORE is calmer and more subdued in atmosphere. And my shoes were shined. A regular slumbercoach was used my other two trips on the LAKE SHORE. Track work frustrates us, as there is much poking and snailing west of Toledo. A little fast running, then torturing along again. We had an F40 engine (#203) on the head end. The slumbercoach was freezing cold eastbound, and the porter gave us an extra blanket--but it was almost hot the next morning along the Mohawk River.

As we left Harmon 25mins late, the porter said this is the first time we've been here before noon in many a trip. Returning to Chicago that same evening, and getting the same equipment, the slumbercoach had electrical problems. They resolved themselves as speed increased above 20mph, but it seems that all the slumbercoaches I'd been in had been just minimally operating. Very touchy, and they're badordered all the time too. No hot water for shaving in any car at any time, I noted. The 24-8 cars rode much better than the 16-10 ones used on the BROADWAY. In some cars I froze at night, in others I roasted. Food service on the LAKE SHORE varied from meal to meal. Mostly food tasted blah, with so-so service. But the relaxing atmosphere on board and the uncrowded conditions compensated.

THE BROADWAY LIMITED: Rush-rush-rush describes this train. Mobs of people, overcrowded equipment, marginal operating slumbercoaches, and overworked crews. Still, it's better than it was before the LAKE SHORE was added. Amtrak tries to bring this up from the "accommodation train" that it was. My set of equipment did not contain the twin-unit diner--just 8024. We did have a pub-lounge, 3401, complete with piano (but Amtrak doesn't supply a piano player). Only 4 coaches to New York, 5 back to Chicago. Free hors d'oeuvres in the first class lounge (delicious!). Leaving Ft. Wayne, someone saying goodbye was caught on thetrain, and left off about a mile down the track in the yards.

Dinner in the diner revealed a very complete menu with items not found elsewhere, such as Short Ribs of Beef, which I tried. Rock Cornish Hen, and the NY Steak is 12oz rather than the usual 10oz. As an extra, crock of cheese with crackers is included with meals. And, in the great tradition of the BROADWAY, we had pickled watermelon rind. Excellent. Or was that an NYC specialty?

As it happened, I met an Amtrak man who was based in Chicago and was taking a

round trip to check things out. In my opinion, there should be a rep on board every long distance train. During the few times there was someone on a train who could make a decision and was responsible for it, all problems were diminished or eliminated. For example, the sophisticated couple across from us at dinner had both ordered the steaks. When there was a delay, the Amtrak man inquired of the Steward, and soon the food appeared. I had since finished mine--ordered at the same time. Steaks were good and hot, but the Amtrak man said, "This meal will be on the house, folks, because you had to wait." That was about $15.00 worth, too. They were very pleased.

My friend checked thru every car, noticing blown fuses, non-operative A/C, etc. My slumbercoach was the Washington car 2005 "Tonawanda Harbor." Unfortunately, I had the worst, the most uncomfortable sleep yet on an Amtrak train! I was right over the wheels on bad ex-Penn Central track; the age of the car; my upper room; the weak-to-nothing A/C; and a plastic mattress! A awoke in the morning boiling hot, on soaked sheets. During the night the A/C went completely, as did the lights. No water in the car either. A bouncy, jouncy ride like a rodeo rider's practice barrel. Returning that evening, I was in the New York slumbercoach 2025 "Loch Leven", which rode a lot better, even tho I was over the wheels again, in a lower room this time. The 2005 was still in the consist, and not in the shop. Its problems were still in evidence, altho the lights worked. The train was packed, as before, with no possible way of getting breakfast due to the crowd. I got free coffee in the lounge, however.

PANAMA LIMITED: On May 8, P30s 705 and 706 faced the bumperposts at Chicago Union Station, followed by E unit 1916; 2154 "Silver Orchid"; 2657 "Silver Chasm;

(continued on page 12)

The eastbound SUNSET LIMITED is refueled at Houston, Texas. From a color transparency by Jeff Pletcher.

# People Ride Trains More

"People should ride trains more" said Mary Hartman on the popular TV serial the other night, as she hid her ears from the blast of an airliner taking off. The fact is that people <u>are</u> using trains more these days. The latest figures released from Amtrak this month, covering April 1976, show a 16% increase in train ridership, compared with April of 1975. Amtrak said that about half of that surge could be attributed to Easter vacation's falling in April this year. But the remaining 8% jump is still notable. Long distance ridership was especially astonishing--a massive 38% rise from April 1975 (first class up 25%, coach up 40%). Short distance ridership was up 10%.

The table at the right shows ridership figures (total passengers carried) for all Amtrak runs for February, March and April of 1976. Many January ridership figures were published in our First March issue. In addition, preliminary figures on systemwide ridership released by Amtrak in mid-June estimate a May ridership total of 1,556,000, for a 6.4% increase over the 1,463,000 riders of May 1975.

Amtrak said that on-time performance in April was 71.8 per cent systemwide, down from 76.5% in March. Short distance trains had a 74.7% record, while long distance were 63.3%. Worst record: the LAKE SHORE, at 23.3%.



LONG DISTANCE TRAINS

| NOS. | TRAIN NAME | FEB | MAR | APR | RANK |
|---|---|---|---|---|---|
| 11-14 | COAST STARLIGHT | 22,072 | 26,628 | 30,993 | 1 |
| 15-16 | LONE STAR | 15,172 | 20,971 | 26,506 | 2 |
| | Florida Trains** | 20,295 | 21,480 | 25,732 | 3 |
| 48-49 | LAKE SHORE LIMITED | 16,876 | 19,449 | 25,543 | 4 |
| 40-41 | BROADWAY LIMITED | 14,608 | 18,672 | 22,541 | 5 |
| 3-4 | SOUTHWEST LIMITED | 14,998 | 17,731 | 22,477 | 6 |
| 7-8 | EMPIRE BUILDER | 20,879 | 22,856 | 22,112 | 7 |
| 5-6 | SAN FRANCISCO ZEPHYR | 17,583 | 19,151 | 21,127 | 8 |
| 9-10 | NORTH COAST HIAWATHA | 13,301 | 15,679 | 15,693 | 9 |
| 30-31 | NATIONAL LIMITED | 10,553 | 12,813 | 15,564 | 10 |
| 58-59 | PANAMA LIMITED | 12,002 | 15,497 | 15,508 | 11 |
| 56-57 | FLORIDIAN | 9,430 | 13,752 | 14,042 | 12 |
| 60-61 | MONTREALER | 11,210 | 11,005 | 12,695 | 13 |
| 50-51 | JAMES WHITCOMB RILEY | 7,015 | 8,953 | 11,593 | 14 |
| 1-2 | SUNSET LIMITED | 5,096 | 6,180 | 8,145 | 15 |
| 68-69 | ADIRONDACK | 7,088 | 7,118 | 8,125 | 16 |
| 54-55 | MOUNTAINEER | 3,437 | 5,026 | 6,335 | 17 |
| 21-22 | INTER-AMERICAN | 2,057 | 2,703 | 4,180 | 18 |
| | First Class Total: | 31,645 | 34,199 | 38,493 | |
| | Coach Class Total: | 232,618 | 274,425 | 321,883 | |
| | Combined Total: | 264,263 | 308,624 | 360,376 | |

SHORT DISTANCE TRAINS

| ROUTE | FEB | MAR | APR |
|---|---|---|---|
| NYC - Washington | 536,665 | 590,882 | 639,327 |
| Boston - NYC | 122,478 | 129,240 | 127,994 |
| Phila - Harrisburg | 58,984 | 69,589 | 70,863* |
| NYC - Albany - Buffalo | 44,318 | 43,694 | 52,363 |
| Los Angeles - San Diego | 24,875 | 27,018 | 38,304 |
| Chicago - Detroit | 26,123 | 27,296 | 35,784 |
| Chicago - St. Louis | 19,285 | 20,897 | 26,918 |
| Chicago - Milwaukee | 17,330 | 20,503 | 23,996 |
| Springfield - New Haven | 18,874 | 21,282 | 20,392* |
| Washington - Cumberland | 11,694 | 15,141 | 13,556 |
| Chicago - Carbondale | 9,967 | 11,914 | 13,204 |
| Seattle - Portland | 8,210 | 9,223 | 11,262 |
| NYC - Springfield | 7,255 | 8,464 | 9,374 |
| Chicago - Quincy | 6,690 | 7,063 | 8,109 |
| Chicago - Pt. Huron | 5,167 | 5,831 | 8,076 |
| Oakland - Bakersfield | 4,289 | 4,542 | 6,261 |
| Jackson - Detroit | 5,300 | 6,394 | 5,462 |
| Minneapolis - Superior | 2,603 | 3,067 | 4,381 |
| Chicago - Dubuque | 1,904 | 2,208 | 2,828 |
| Total: | 932,011 | 1,024,248 | 1,118,454 |
| System total: | 1,196,274 | 1,332,872 | 1,478,830* |

*Estimated figures **Average of 3 trains

RAILPASS RAMBLINGS (continued from page 10)

diner 8025; coaches 5431, 6011, 6059, 6014, and 6046; and observation-tavern 3342 (no domes). The roadbed is a little rough out of Chicago, but 80mph running, nevertheless. The diner (which ran hot) featured the standard limited Amtrak menu. I had the cheeseburger--for the 10th time on the trip. Farther south, thru Illinois, Tennessee, etc., the track was much better, and the train continually ripped along at high speeds of 85-90mph. During the night I had a dream of being caught in an earthquake, with the ground shaking and rumbling--but it was merely the motion of the train starting up from a station. Morning found us deep in Mississippi, breezing along like a shot out of a cannon. Easily this train maintained the fastest sustained running speeds of any Amtrak operation, exceeding even some corridor runs. Amtrak should change its name to the CANNONBALL. It's a speedy little train. I glanced out the window at the famous section between Durant and Canton, Miss., where Casey Jones went to glory 76 years ago. No "whippoorwill" whistle blast from the P30s, even as we rocketed past Vaughn, the wreck site, at over 80mph. Yes, Casey's old train, the CANNONBALL.

Arrival time in New Orleans was 15mins early. I was surprised to spot the Freedom Train's 4449 sitting on a side track, with a crew working on the boiler.

THE SUNSET LIMITED: Four hi-level coaches made up our train, followed by dorm lounge3394, diner 8034; "Pine Pass", "Pine Beach," and "Birmingham," all 10-6s. "Regal Creek" ran deadhead behind it. There were torrents of rain leaving the Crescent City, but by River crossing we'd left it behind. The slow, agonizing section west thru Lafayette, Lake Charles, almost to Houston is much better than recent years. Still patches of slow running pervade, yet none of the frustration of other trips.

Now, as suppertime approached, a waiter went thru the coaches with the little chimes. "First call for dinner, first call." Ding, dang, dong. Can you believe this was the only train in the system where such were used? Only on the SUNSET... yet during the meal it became apparent that all was not well. The food was so-so, and the service was just par. The belligerence of waiters reared its ugly head again, as we were West of the Mississippi once more. In the courseof the trip, we received our nasty glances, and comments under the breath. Once, a waiter passing me in the lounge car, said "Some people try to take advantage." Yes, I could certainly apply that to dining car crews that hustle tips by being nasty and insulting. Linen was applied to the tables first lunch out, then blue cloths added over the dirty for supper. After that, just bare tables.

We were delayed about 4 hours when a truck got hung up on the tracks at Hondo, Texas. Even with the schedule padding, we arrived at Los Angeles over 3 hours late. As we rambled along near Del Rio, I sat down to a breakfast of undercooked eggs, and horrors! The English muffins arrived with bits of mold around the edges. I held fast on my resolve and gave no tips. If an Amtrak rep had been aboard, I probably would have gotten that breakfast for free. In other areas, the equipment performed well, and people seemed relaxed. Pomona's station was boarded up, and the trip's end was in smog.

After 20,000 miles of Amtrak, I was tired of red, orange and purple. But certainly improvements have been made recently. The A/C failures were at a minimum, and trains ran pretty much on time. Equipment assignments weren't always as expected, with no domes here and there. As more Amfleet cars get placed around the country, more old junker cars can be scrapped, making it easier on the passenger. But there are some remaining, preventable problems. The word is control--quality control and personnel control. The dining car scene with the belligerent waiters HAS to go. Not next year, but now! Upset stomachs in the diner mean being upset with thetrain, and upset with Amtrak. On-board reps could handle passenger complaints on the spot. Result: more people happy. That's worth many salaries, isn't it?



# Rail Canada

SASKATCHEWAN GOVERNMENTS OPPOSE TRAIN CUTS

by Angus M. M. Dundee

The City of Saskatoon cannot accept any reduction in transcontinental passenger train service, Mayor Bert Sears told a Canadian Transport Commission hearing in mid-May. Mayor Sears said train service was at a bare acceptable minimum at present. He said a daily east-west service must be maintained; but not at the expense of Regina, on the CP Rail route. Saskatoon is served by CN's transcon train.

CN locomotive engineer Dick Bentham said both rail lines are discouraging passengers by use of slow schedules and obsolete equipment. Bentham told hearing examiners that he had a snowmobile pass his train recently, so slow was his speed.

CTC commissioner John Woodard told the Saskatoon audience that the railway accounting systems do not misallocate passenger expenses to inflate losses. Woodard's statement came after public witnesses repeated the general theme that the railway lines juggled their books to make passenger runs look bad, and appear to lose more money than they actually do. Most Saskatoon witnesses opposed any cutback in passenger service.

At hearings in Melville, Sask., a few days later, CP Rail assistant general manager for passenger services William Mumford said that the government's proposed 100% loss reimbursement for passenger losses is not enough for CP. Mumford, being cross-examined by Saskatoon provincial government counsel Nick Sherstobitoff, refused to say how much more than 100% CP would consider fair. Mumford said that the amount should be open to negotiation.

CN spokesman D.A.R. Steele, under questioning, refused to say whether or not CN and CP Rail passenger services in Saskatchewan represented duplication; and said CN was not yet prepared to issue any statement on that major issue. Most witnesses at the Melville hearings suggested the CN and CP Rail routes are distant enough so as not to duplicate each other.

John Kowalchuk, NDP member of the legislature for Melville, said both CN's SUPER CONTINENTAL and CP Rail's CANADIAN services should be maintained. Kowalchuk said it would be preferable to operate reduced service on each route, such as alternate days, than to abandon one route completely.

The hearings were scheduled to move west to Alberta locations following completion of testimony in Saskatchewan centers.

CANADIAN NATIONAL PRESIDENT Robert Bandeen has expressed disappointment that a $30 million project to improve Montreal-Quebec City passenger train service has been awarded to CP Rail. Bandeen said CN has expressed considerable interest in passenger services for over a decade, and has 85% of all passenger train operations in Canada. Bandeen said CN presently runs four daily trains to Quebec City from Montreal, and probably should have been included in this first-phase development. The government decision cited CP's route as the better line. (Only two of the four daily CN trains actually enter Quebec City; the other two, long-haul SCOTIAN and OCEAN LIMITED runs, stop at Levis, and require a ferry ride across the St. Lawrence River to reach Quebec City.)

A SURPRISE MOVE by the Toronto Transit Commission saw an earlier stand reversed, with a 4-to-1 vote to abandon the Mount Pleasant Road streetcar route in Toronto and substitute trolley coaches. Diesel buses will be used on an interim basis.

CANADIAN NATIONAL REPORTED a 14.7% decline in passenger train patronage in 1975 as compared with 1974. CN blamed the economic recession, reporting its worst financial performance since the early 1960s, failing to make a profit even before long-term fixed debt charges were considered. The Canadian recession has lasted longer than the US's, which means a slower recovery in passenger train loadings.

CITING A NEGATIVE attitude and indifference on the part of directors, the manager of the British Columbia Steamship Co. announced his resignation effective Jun 30. Bob McHaffie, appointed to the post in the fall of 1975 by page 13

the former NDP government, stressed adverse effects on the "Princess Marguerite" operation by the new Social Credit government. Earlier in the spring, Transport Minister Jack Davis announced the ship was to be sold, and later asked for a leasing arrangement. Two tenders for lease were rejected only days before operations began May 18. McHaffie said staff members had been dismissed by the board, and that he had been excluded from wage negotiations, contract revisions, and administrative-change discussions concerning both ship and shore staff.

PASSENGERS ABOARD B.C.'S "Princess Marguerite" on Memorial Day weekend were indeed thankful for the mini-liner's ocean-going characteristics when 40-knot winds raised swells 14-16ft high in the Strait of Juan de Fuca. The ship's bow repeatedly buried itself in mighty waves, and many passengers became seasick as large waves poured over open decks and around autos on the cardeck.

POSSIBLE NATIONWIDE STRIKE of rail workers was averted June 16 when 16 union representatives said they would be willing to allow a federal mediator to negotiate a new 2-year contract.

CANADIAN PACIFIC LIMITED this month announced a new proposed plan for development of Windsor Station property in Montreal: an $18 millionrenovation of Windsor station with installation of a head office for CP Rail; a new 22-story office building for CP's corporate headquarters--in total a $120 million plan.

## *Urban-Suburban Transit*

LOS ANGELES DEFEATED its ballot measures June 8 for financing a rapid transit system in the Southland. The votes on Propositions R & T were 972,310 to 665,368 and 810,961 to 532,775 respectively. It was the third voter rejection in L.A. of mass transit measures. Supporter Baxter Ward said that rail transit was "dead" in L.A., but plans progress for a Starter Line, a more limited beginning rail system. DOT Sec'y Coleman said the voter defeat would not affect federal support for funding a starter line. On June 11 the state Senate okayed a $200 million bond measure, to be repaid from gasoline taxes, to go on the ballot next November 2. This would be a financing start for the Starter Line.

THE BICENTENNIAL CITY may have a massive Bicentennial traffic jam on July 4 if Philadelphia transit workers go thru with a shutdown of all transit lines approved by vote of union workers on June 13. The move would be to protest a layoff of 345 workers, and other changes.

HAWKER-SIDDELEY CANADA Ltd. was awarded a $90,396,115 contract by the Massachusetts Bay Transportation Authority on Jun 10 to build 190 new rapid transit cars to replace old equipment on Boston's Orange and Blue lines.

DEPARTMENT OF TRANSPORTATION announced Jun 10 a "decision in principle" to provide up to $269 million to help build a streetcar system in Buffalo, NY. A 6.4-mile line, all but 1.2 miles in subway, will connect the downtown with the State University campus. Service is hoped to start in 1982.

SOME MORE INFORMATION on the Boeing-Vertol streetcar mishap reported here last issue: an unexplained short in the propulsion system on SF Muni car 0002 at the UMTA Pueblo Test Center occurred; protective fuses failed to blow, and the catenary broke and fell on the car roof. Power was cut off at once, and only minor damage occurred to the new car.

CALIFORNIA PUBLIC UTILITIES Commission opened hearings Jun 15 on SP's proposed 111% rail commuter fare increase, originally applied for in 1974. The Peninsula Commute and Transit Committee of Menlo Park said that a survey showed that the line would lose over 87% of its patronage if the increase were approved. Meanwhile in San Francisco, Golden Gate Transit buses ran again Jun 15 after a 65-day strike.

PEOPLE ARE SWITCHING to mass transit in increasing numbers. A CalTrans report comparing March 1976 with March 1975 finds ridership up 15% in the state. BART patronage rose 16.5%, AC Transit about 20%.



## *Mixed Train of Thoughts*

DEPARTMENT OF TRANSPORTATION is still dragging its feet in upgrading U.S. passenger train service to needed higher standards. The DOT wants to control spending money for upgrading the Colonial Corridor, and is sitting on the funds that were to go for track upgrading contracts that should be let now so work can progress during the summer. Amtrak believes that one head--itself--should control such work, rather than having two uncoordinated jurisdictions trying to oversee such safety-related jobs as track signal work, etc. Because of this jurisdictional dispute, Amtrak may lose a whole work season, and thus a whole year, in this important Corridor improvement..... CHICAGO-TORONTO TRAIN: what's happening, asks a reader? The answer is that Amtrak still has negotiations underway with the state of Michigan and with the Grand Trunk. After the Grand Trunk's operational questions are answered, Amtrak must sit down with CN to make more plans. Thus the beginning of service is indefinite..... CONRAIL HAS ADOPTED a new logo, which is in white paint on a blue ground. The symbol represents wheels on rails. The word "ConRail" in white will appear on the front of locomotives, as in the photo at left (courtesy of UTU News)..... DOT SECRETARY COLEMAN rode a high-speed English train (type unspecified) on Jun 14 at speeds up to 125mph, for a 50-mile distance. He commented that his coffee didn't spill..... AMTRAK BROKE GROUND for its $14.8 million Turbo maintenance base at Rensselaer, NY, on Jun 7..... JUNE 15 SUMMER timetables show, in addition to the new trains described earlier in RTN, minor changes in Colonial Corridor schedules--changes of a few minutes in schedules of the SENATOR and the NARRAGANSETT. An experimental stop has been added at Aberdeen, MD. The NORTH COAST HIAWATHA went on its daily summer schedule, and while its end-point times are unchanged from spring, there are changes of up to about 20mins in some Minnesota, North Dakota and Montana points. Daily service runs thru Sept 8. The SAN DIEGANS have some changes: train 775 lvs San Diego at 5pm (30mins later) and operates 30 mins later all up the line. Train 776 operates 10mins later at all points. The train 775 changes allows a better connection to the SOUTHWEST LIMITED.....

* * *

AMTRAK WILL DISCONTINUE selling its Boston-Washington "Colonial Corridor" fares after July 31, because they are "essentially duplicated" by a newer 25% roundtrip off-peak excursion discount begun last Feb 15..... A PRELIMINARY PLAN calls for Amtrak to initiate a discount ski pass next winter (Nov 1-Apr 30), sold for 30, 45 or 60 day periods, allowing unlimited travel except on peak days. The pass would be good on specific trains serving ski country, such as the EMPIRE BUILDER and SAN FRANCISCO ZEPHYR..... AMTRAK HAS WITHDRAWN its request to discontinue the Jacksonville-Miami sleeper on the FLORIDIAN. There are rumors that if the PALMETTO is successful it will be extended to Miami via Waldo-Ocala for the winter, at which time the FLORIDIAN will combine at Auburndale and all go via Orlando-Sanford-Deland, leaving two trains for Waldo-Ocala on roughly the same schedule as now. The FLORIDIAN would become a day-night-day train..... CONRAIL TRANSFERRED 1800 maintenance of way employees to the Amtrak payroll on Jun 7..... AMTRAK IS REPAINTING its SDP40F engines to match the new F40 units. The familiar red nose (as in our color photo on p.11) will go, and two stripes appear around the front, as in the (black & white) photo on p.12 of the Second April issue. Engine 536 has already been seen in the new colors, running on the EMPIRE BUILDER..... PALMETTO AND COLONIAL trains do not run as one train between Richmond and New York, contrary to erroneous report from Amtrak given here in Second April issue. Original plans had called for the trains to merge on that route segment. Northbound trains run about an hour apart (the COLNIAL runs later).....

FOUR-LETTER WORD expunged from Amtrak summer nationwide timetables: advance timetables show a 4-letter word missing in front of "Lounge Service" in the list of COAST STARLIGHT services. The word, for which 4 spaces were reserved to fill in later, must be "dome." SP dome lounges did not appear on the train Jun 15 as expected, tho they earlier were sitting in the L.A. yards. Meanwhile, there are no domes west of Denver on the SFZ, and that train's services don't even leave four spaces in front of "Lounge"..... THE PRESIDENTIAL EXPRESS in Michigan was such a success that other candidates wanted to run campaign trains in California before the Jun 8 primaries. Amtrak "inspection" car 10000 (see adjoining photo of President Ford and the car at Flint, MI--Amtrak photo by Bob Norman) was sent to California and was moved to Bakersfield on the SAN JOAQUIN to prepare for a Valley whistle-stop tour that never came off. The car ran back to Oakland on train 711 Jun 8 and was placed on the rear of the southbound STARLIGHT Jun 9 to move to Los Angeles..... THE LONE STAR hit a big semi-tractor trailer rig near Joshua, TX running northbound May 30 and derailed. Only about 8 people had minor injuries, and the truck driver was uninjured. The truck, loaded with 40,000 lbs of steel, was hit at a speed of 60 mph. The two engines and 6 of 7 cars derailed but remained upright. There were 60 passengers aboard. Consist of the train

was engines 509 & 616; cars 1172, 2756 "Palm Path", 8043, 3392, 4858, 9921, and 9932. The last car didn't derail. The Dallas section of the train, cars 9910 and 2717 "Pine Fern", had not yet joined up with the derailed section. No one required hospitalization, and passengers were delayed about 4 hours. Southbound train 15 met train 16 at Joshua, passengers were transferred, and it backed up to Ft. Worth and turned and went back to Chicago as makeup train 16. Consist of that makeup train was: engines 519 & 615; cars 1150, 2719 "Pine Gem", 8037, 3391, 4811, 9902, and (Dallas section) 9910 & 2717. Train 16 the next day was annulled between Houston and Ft. Worth and a bus substituted on that leg. That train, short of equipment, consisted of engine 516 and cars 2732 "Pine Shore", 4437, 9926, & 9935. Meals were put aboard at Oklahoma City for dinner that night. The six damaged cars were brought north by an E8 engine, running as an extra train restricted to 40mph. Damage to the cars appeared minimal. The baggage car had about $3000 damage, and the rest a thousand or so, with all but the baggage expected to be serviceable again in about a week..... JAMES WHITCOMB RILEY, train 50, derailed at 5:15am Jun 8 near Kanawha Falls, West Virginia, with no injuries to the 174 passengers, which included 39 6th, 7th & 8th grade students from Cincinnati on an excursion. Two engines and 8 cars derailed, while one engine stayed on the track. Some cars tilted at a slight angle. It was the fourth derailment of the RILEY this year, the others occurring on Jan 30, Feb 13, and May 6. The May derailment also involved a small group of Michigan students on a tour.....

* * *

A FREIGHT DERAILMENT of MoPac Extra 206 at 1:45pm on Jun 8 near Courtney, MO, put 27 cars on the ground and caused Amtrak trains 3 &4 and 15 & 16 to be rerouted over the N&W between C. A. Junction and Kansas City. Train 15 was noted running 45mins late..... AMTRAK PASSENGER DEPOT in McComb, Mississippi, also used by ICG, was struck by a southbound freight train that derailed early last month, and about half of the north part of the building was destroyed..... THE ANN RUTLEDGE, Amtrak train 301, collided with a cement truck at Atlanta, IL



# Rate the Trains

RTN'S THIRD READER RATING SURVEY

On the reverse of this page, we are providing a form for submitting reader train ratings, for your convenience. It is not necessary to use the form to submit your ratings. Rating instructions are given below.

Readers are invited to submit their ratings and comments on North American regularly scheduled passenger trains (not commuter) ridden between Dec 15, 1975 and June 30, 1976. Results will be published in RTN as soon as possible after the June 30 cutoff date. (After June 30, our fourth rating survey will begin, using the same format; you may submit ratings for the fourth survey, to cover the period July 1-Dec 31, 1976, after that date.)

PLEASE FOLLOW THESE INSTRUCTIONS: Rate as many trains as you wish, but rate only those you have personally ridden during the period ending June 30. Rate each train on each of the 11 categories (A-K) listed below:

A. Overall quality of service, taking everything into account.
B. Service from on-board train personnel, except food service personnel.
C. Service from dining, snack or lounge crew.
D. Quality of food offered aboard the train.
E. Condition of cars used (cleanliness, repair, etc.).
F. Desirability of the particular route it follows.
G. Quality of station services along the route.
H. Condition of the track and roadbed along the route.
I. Desirability of present scheduling of the train.
J. Train promotion--how well is it advertised or promoted?
K. Desirability of type of cars used on the train.

Use a 9-point scale for your ratings, as follows: 1 - extremely poor; 9 - extremely good; 5 (scale mid-point) - average, acceptable. You need not make a rating on each of the above 11 items, but list all 11 letters (A-K) for each train, and place your rating number beside each letter, leaving blank any categories you can't rate. Place your number rating, from 1-9, beside each category letter (or follow the format of the rating form on the reverse of this page).

Please submit your ratings on a piece of paper or card separate from any other business or editorial correspondence (not necessarily in a separate envelope). Add whatever comments you wish after your ratings. Include your name and address and indicate whether we can use your name if we publish any of your comments.

A few people have asked what should be their basis for judgments--the ideal train, the best train under the present circumstances, etc. Our answer is: use your own judgment. That way the results will reflect rider satisfaction based on the riders' own internal criteria. This will give the most useful information, since riders' personal satisfaction is what determines the amount of patronage a train generates.

We are accepting ratings of Auto-Train and Canadian trains, along with Amtrak and non-Amtrak American passenger trains.

SEND YOUR RATINGS TO: Rail Travel News, Box 9007, Berkeley CA 94709.
Thank you!

TRAIN RATING FORM

Name & Address: _____

| Train* | Train | Train | Train | Train | Train |
|---|---|---|---|---|---|
| Date Ridden: | | | | | |
| A. Overall | | | | | |
| B. Non-food crew | | | | | |
| C. Food crew | | | | | |
| D. Food quality | | | | | |
| E. Car condition | | | | | |
| F. Routing | | | | | |
| G. Stations | | | | | |
| H. Track | | | | | |
| I. Scheduling | | | | | |
| J. Promotion | | | | | |
| K. Type of cars | | | | | |

COMMENTS: (use extra sheet if necessary) _____

*For each train, give train name & number or direction of travel

Can we use your name? _____

on Jun 12, when the truck failed to stop at a crossing. Engine 719 was damaged extensively (first estimates $18,000), but there was no damage to tracks or 4 Amfleet cars. Several passengers received minor injuries.....

* * *

NARP REGIONAL MEETING was held in Portland, OR, May 29 and included presentations from Amtrak's Arthur Lloyd and Oregon DOT's Bob Rynerson, with the following interesting topics discussed: West Coast domes: the problem with the SFZ is due to poor elevation of 4 curves on SP's double-tracked line at Donner Pass, where Budd domes could theoretically side-swipe opposing freights with triple-decker cars. If Amtrak could invest enough money to rebuild the curves, the problem would be licked. The STARLIGHT dome problem is due to low clearances in tunnels near San Luis Obispo. Three ex-SP domes still in usable shape are supposed to be on the train now. The fourth consist will have a flattop lounge or an ex-C&O sleeper dome. Bi-level cars: first will arrive next year and on into 1978, with 83% of all Amtrak trains using either them or Amfleet cars by the end of 1978. The bi-levels will be assigned to trains in this order: EMPIRE BUILDER, NORTH COAST HIAWATHA, SF ZEPHYR, STARLIGHT, SUNSET. Eventually they will be on all long-distance trains west of the Mississippi, plus the FLORIDIAN. There will be an interim period when conventional sleepers will be carried at the rear, with heater cars, since bi-level sleepers now being built are slumbercoaches. Amfleet cars: these will go on the Portland-Seattle trains July 15. Existing conventional equipment will be kept in Seattle for handling crowds generated by the Kingdome stadium. Routes & schedules: Oct 31, service between Chicago, Cincinnati & the DC-Virginia area will change: the RILEY will be a night train between Chicago & Cincinnati. The GEORGE WASHINGTON/MOUNTAINEER will cover the rest of the RILEY's present run with a daylight schedule, using Amfleet. Revival of the METROPOLITAN (DC-Cincinnati) will also use Amfleet cars. (The $430 million budget Congress is working on will let Amtrak keep all present routes and revive the METROPOLITAN.) The Oregon ARP earlier held its Organizational Meeting in Salem and elected a temporary Board of Directors: Ken McFarling, Donald M. DuShane, and Art Poole. The joint meeting generated 3 resolutions: improved Eugene-Seattle service; daily NCH operation yearround; and service east from Portland via both Pasco and Boise..... * * *

AMTRAK HAS REACHED an agreement with ICG to overhaul 29 SDP40F locomotives next year at a cost of $95,696 each..... AMTRAK E8 LOCOMOTIVES 288 and 315 have been renumbered 496 & 498 after rebuilding by ICG at Paducah, KY..... THE SOUTHWEST LIMITED was reported arriving in Chicago one day last month with three E units as power in place of the usual SDP40Fs..... LOIS M. MORASCO has been appointed by Amtrak as Manager of Public Affairs for its N.E. Corridor Group in Philadelphia. She had been Director of Public Relations for the Reading RR..... SOME MORE INFORMATION on the man killed on the TurboTrain, mentioned on p.10 of the 2nd March issue, appears in a guest editorial in Trains magazine (July), by Tom Nelligan, who writes on the topic of rail vandalism. The dead man was William Hirschhorn, 67, who lay in a coma from Nov 19, 1975 until his death last Mar 27, after a 13-year-old boy dropped a 12-pound rock thru a rear dome window of the northbound Turbo in Readville, MA, from a bridge overhead. He was the first Amtrak passenger to die as a result of rock-throwing..... TRY AGAIN DEPARTMENT: the correction we made on p.14 last issue of the Freedom Train caption was incorrect: the photo in the issue before last showed the train at Rincon, NM, not NY..... AMERICAN FREEDOM TRAIN will be in Harrisburg PA on July 4 and on Pittsburg the 6th, moving to Williamsport PA July 15. (News from NRHS)..... ROHR TURBOLINER COACH 173 (see p.18 last issue) moved from San Diego to L.A. on train 775 May 18 and after an overnight in L.A., moved to Kansas City on train 4 on May 19. It continued to Philadelphia in train 30.....

Mailing date this issue: June 21. Be sure not to miss our next (First July) issue, which will be a special Bicentennial issue; to be mailed July 2.

## CARS & CONSISTS

*PALMETTO, Train 89, inaugural run Jun 15: engine 715, cars 1373 (bag), 20676 (Amclub), 21800, 21801 (Amcoaches), 20751 (Amcafe), 21082, 21043 (Amcoaches).

*One day at Chicago: all outbound trains on May 27. Train 40: engines 596, 592; cars 1107, 1091, 5262, 5442, 6532, 5256, 2000, 2022, 5250, 5269, 5405, 3405, 8800, 8801, 3210, 2290, 2521, 2520. Train 381: engine 723; cars 21118, 20019, 21109. Train 303: engine 637; cars 1603, 4421, 5801, 5802, 5803, 8321, 9321. Train 15: engines 505, 619; cars 1108, 2726, 2718, 8036, 3382, 4853, 9911, 9931, 9906, 2757, ATSF business car 55. Train 325: Turbo power unit 67; cars 88, 87, 86; power unit 66. Train 371: engine 408; cars 3870, 8410, 3871. Train 305: engine 703; cars 21112, 21111, 20125. Train 347: engine 710; cars 9601, 9615, 9620, 9612. Train 327: Turbo power unit 69; cars 97, 96, 89; power unit 68. Train 59: engines 702, 720, 646; cars 1035, 2151, 2233, 8029, 6068, 6011, 6059, 5012, 3925. Train 3: engines 526, 513; cars 1151, 9990, 9901, 9934, 9982, 9953, 9905, 2216, 2760, 9352, 8075, 2728, 2352. Train 5: engines 626, 580; cars 1089, 1093, 1402, 5018, 5013, 4475, 9454, 8054, 2634, 2675, 2252, 9252. Train 50-54: engines 436, 406, 346, 440 (E units); cars 1158, 3640 (deadhead), 1098, 2012, 6044, 5669, 6021, 8115, 5426, 9466, 3253. Train 7: engines 573, 561; cars 1109, 1377, 2153 (dorm), 4548, 9486, 4521, 4531, 9361, 8150, 9210, 2674, 2266, 1369. Train 364: Turbo power unit 63; cars 95, 94, 93; power unit 62. Train 354: engine 214; cars 1353, 21102, 21156, 21154, 20129. Train 48: engines 593, 333 (E unit); cars 1533, 2023, 3206, 2697, 2830, 5656, 5640, 8336, 3630, 5661, 5666. Train 352: Turbo power unit 64; cars 83, 84, 85; power unit 65.

*Auto-Train, 2nd section (passengers), northbd at Sanford FL May 31: engines 4007, 4003; cars 304, 303, 806, 596, 512, 520, 702, 708, 707, 595, 908, 705, 703, 464, 540, 513, 523, 598, 804, 201, 203, 606, 137. (1st section, auto carriers, had engines 4011 & 4002, 28 auto carriers, plus "caboose" 570.)

*COAST STARLIGHT, train 11, at Oakland Jun 11: engines 216 (F40), 542, 566 (SDP 40Fs), 1914 (steam generator); cars 1164, 1503, 4821, 4872, 4815, 4826, 4865, 4886, 4519, 4870, 4852, 4506, 4499, 3330, 8039, 2721 "Pine Grove", 2724 "Pine Leaf", 2366 "Regal Pass", SP140 business car "Stanford" (1 diner for 11 coaches & 3 sleepers!). Train 14, Seattle, May 31: engines 567, 556; cars 1020, 1501, 6035, 4850, 4534, 4460, 4869, 4856, 4535, 3501, 8038, 2670 "Silver Terrain", 2621 "Pacific Northwest", 2368 "Regal Ruby" (1 diner for 7 coaches & 3 sleepers!). Train 11, San Jose, May 31: engines 554, 558; cars 1046, 1414, 4859, 4494, 4508, 4511, 8103, 4461, 4544, 4482, 4506, 4499, 4855, 3370, 8031, 2725 "Pine Lodge", 2758 "Palm Stream".

*SAN FRANCISCO ZEPHYR, train 6, Oakland, Jun 11: engines 585, 625; cars 1061, 1165, 1402, 4474, 5018, 5013, 4552, 3500, 8048, 2675 "Silver Vale", 2653 "Silver Cliff", 2256 "Star View" (11-bedrm).

*MOUNT RAINIER, train 797, Seattle, May 31: engines 218 (F40), 1912 (steam generator; cars 6450, 7200 "Amtrak" (former name: J. Pinckney Henderson), 8351, 4860.

*SOUTHWEST LIMITED, train 3, Kansas City, Jun 2: engines 519, 615; cars 1159, 1167, 9990, 9901, 9934, 9982, 9953, 9905, 2216 "Indian Mesa", 2760 "Palm Top", 9352, 8075, 2728 "Pine Peak", 2602 "Pacific Beauty", (deadhead:) 1379, 21149, 21150. Train 4, same: engines 528, 521; cars 1105, 2361 "Regal City", 9916, 9940, 9984, 9949, 9930, 2220 "Indian Squaw", 2722 "Pine Island", 9353, 8072, 2759 "Palm Summit", 2603 "Pacific Bend", DOT test car T-7 to go on train 30.

*BROADWAY LIMITED, train 41, Harrisburg, Jun 6: engines 601, 590; cars 1166, 1156, 5271, 5672, 2000, 2025 "Loch Leven", 5272, 5255, 5268, 5257, 3336, 8802-8803, 3200 "Forest Stream", 2234 "Tallahassee", 2601 "Pacific Beach", 2558 "Rock Creek". Train 441 (Wash. section), Lancaster PA, Jun 3: engine PC 4936; cars 1006, 5455, 5665, 2004, 8301, 2608 "Pacific Crest".

*Long Island RR train 14, EAST ENDER (thur & Fri to Montauk) with new parlor cars rebuilt from MU coaches: engine LIR 253; parlor cars 2018, 2019, 2015, 2016; bar-generator car 2101; coaches 2854, 2709, 2724.

*J.W. Riley connection, train 451, Jun 1: engine C&O 4065 (GP40); cars Amtrak 6058, C&O business car 25.



## Express Ads


Detroit Jackson & Chicago, West Point, Missouri Pacific, Conductor, Bessemer & Pullman uniform buttons, 75¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

Dining car china dishes and glasses, several railroads. Stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kansas 67213.

RR pocket watches for sale. Fine condition. Send SASE for list. We also buy. What do you have? Bill Turner, P.O. Box 3095, Hamilton, Ohio 45013.

TIMETABLE DEPARTMENT STORE, 21 E. Robin Rd., Holland PA 18966. We buy singles & collections, Pay Big. Try us first. We sell Fantastic TT Grab Bags $8 a real bargain. Famous Coval Covers for Public TTs - clear plastic - great, 100/$6.75. Sample free. We are Antique Timecard Acquisitors, a Clover & Coval enterprise.

CUSTOM AMTRAK BUTTONS -- Special large 3" buttons, with "Why not Madison??" or "People Come First" or "The Turbos are Coming!!", each with large Amtrak logo below. $1 each, or 4 for $3, any Mix, Julie Kreunen, 305 Yosemite Tr, Madison, Wisc. 53705.

Wanted: Wooden cabooses or passenger cars. Prefer Northeast origin & location, for shipment via B&M. Sid Mann, Box L, Athol, MA 01331. (617) 249-4523.

Upper Canada Railway Society Diesel Excursion from Toronto to the United Empire Loyalist Festival at Picton. Runpasts and Photostops. Travel CN high iron and freight-only routes, along Lake Ontario and Trent Canal on Saturday, August 7th. Adults $21.95, children 5-12 $13.95. Rent compartment for four persons in business car for $120. Depart 0930, back by 2200 hours. Order tickets: UCRS, Box 101, Station D, Scarborough, Ontario, Canada, M1R 4Y7.

PRIVATE CAR BIDS-1930 Pullman PAWNEE (WU 100) Data $3, Box 474, Miami FL 33137.

If up to date news about ConRail and other railroads in the Northeast is what you want, plus full feature articles on predecessor lines, then NORTHEAST RAILROADER is just what you want. Each and every issue is packed with "true news facts," not like similar ones that use newspaper and magazine "clippings." In addition, NORTHEAST RAILROADER has plenty of pictures, maps, rosters, etc. and is not a newsletter, but is a "Bi-Monthly Magazine." Subscription rate is $13.50 for six issues, or a sample copy is available at $2.25. NORTHEAST RAILROADER, 133 Dulles Drive, Dumont, NJ 07628.

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DID YOU MISS the year 1975? Now you can have all 24 issues of Rail Travel News from 1975 (Volume 5) all in one package for just seven dollars. Write: MESSAGE MEDIA - RTN, Box 9007, Berkeley CA 94709. We have many other back issues still available; write for information, listing your needs. The years 1972 on are still pretty complete.

HAVE YOUR ORDERED your copy of RTN's Rail Travel Yearbook 1975 yet? After much delay, it will be off the press soon. The print run is strictly limited, so in order to avoid missing out on this first-time event, your order should be sent soon. Please see order blank elsewhere in this issue. Thank you for waiting!

# CARS & CONSISTS

*PALMETTO, Train 89, inaugural run Jun 15: engine 715, cars 1373 (bag), 20676 (Amclub), 21800, 21801 (Amcoaches), 20751 (Amcafe), 21082, 21043 (Amcoaches).

*One day at Chicago: all outbound trains on May 27. Train 40: engines 596, 592; cars 1107, 1091, 5262, 5442, 6532, 5256, 2000, 2022, 5250, 5269, 5405, 3405, 8800, 8801, 3210, 2290, 2521, 2520. Train 381: engine 723; cars 21118, 20019, 21109. Train 303: engine 637; cars 1603, 4421, 5801, 5802, 5803, 8321, 9321. Train 15: engines 505, 619; cars 1108, 2726, 2718, 8036, 3382, 4853, 9911, 9931, 9906, 2757, ATSF business car 55. Train 325: Turbo power unit 67; cars 88, 87, 86; power unit 66. Train 371: engine 408; cars 3870, 8410, 3871. Train 305: engine 703; cars 21112, 21111, 20125. Train 347: engine 710; cars 9601, 9615, 9620, 9612. Train 327: Turbo power unit 69; cars 97, 96, 89; power unit 68. Train 59: engines 702, 720, 646; cars 1035, 2151, 2233, 8029, 6068, 6011, 6059, 5012, 3925. Train 3: engines 526, 513; cars 1151, 9990, 9901, 9934, 9982, 9953, 9905, 2216, 2760, 9352, 8075, 2728, 2352. Train 5: engines 626, 580; cars 1089, 1093, 1402, 5018, 5013, 4475, 9454, 8054, 2634, 2675, 2252, 9252. Train 50-54: engines 436, 406, 346, 440 (E units); cars 1158, 3640 (deadhead), 1098, 2012, 6044, 5669, 6021, 8115, 5426, 9466, 3253. Train 7: engines 573, 561; cars 1109, 1377, 2153 (dorm), 4548, 9486, 4521, 4531, 9361, 8150, 9210, 2674, 2266, 1369. Train 364: Turbo power unit 63; cars 95, 94, 93; power unit 62. Train 354: engine 214; cars 1353, 21102, 21156, 21154, 20129. Train 48: engines 593, 333 (E unit); cars 1533, 2023, 3206, 2697, 2830, 5656, 5640, 8336, 3630, 5661, 5666. Train 352: Turbo power unit 64; cars 83, 84, 85; power unit 65.

*Auto-Train, 2nd section (passengers), northbd at Sanford FL May 31: engines 4007, 4003; cars 304, 303, 806, 596, 512, 520, 702, 708, 707, 595, 908, 705, 703, 464, 540, 513, 523, 598, 804, 201, 203, 606, 137. (1st section, auto carriers, had engines 4011 & 4002, 28 auto carriers, plus "caboose" 570.)

*COAST STARLIGHT, train 11, at Oakland Jun 11: engines 216 (F40), 542, 566 (SDP 40Fs), 1914 (steam generator); cars 1164, 1503, 4821, 4872, 4815, 4826, 4865, 4886, 4519, 4870, 4852, 4506, 4499, 3330, 8039, 2721 "Pine Grove", 2724 "Pine Leaf", 2366 "Regal Pass", SP140 business car "Stanford" (1 diner for 11 coaches & 3 sleepers!). Train 14, Seattle, May 31: engines 567, 556; cars 1020, 1501, 6035, 4850, 4534, 4460, 4869, 4856, 4535, 3501, 8038, 2670 "Silver Terrain", 2621 "Pacific Northwest", 2368 "Regal Ruby" (1 diner for 7 coaches & 3 sleepers!). Train 11, San Jose, May 31: engines 554, 558; cars 1046, 1414, 4859, 4494, 4508, 4511, 8103, 4461, 4544, 4482, 4506, 4499, 4855, 3370, 8031, 2725 "Pine Lodge", 2758 "Palm Stream".

*SAN FRANCISCO ZEPHYR, train 6, Oakland, Jun 11: engines 585, 625; cars 1061, 1165, 1402, 4474, 5018, 5013, 4552, 3500, 8048, 2675 "Silver Vale", 2653 "Silver Cliff", 2256 "Star View" (11-bedrm).

*MOUNT RAINIER, train 797, Seattle, May 31: engines 218 (F40), 1912 (steam generator; cars 6450, 7200 "Amtrak" (former name: J. Pinckney Henderson), 8351, 4860.

*SOUTHWEST LIMITED, train 3, Kansas City, Jun 2: engines 519, 615; cars 1159, 1167, 9990, 9901, 9934, 9982, 9953, 9905, 2216 "Indian Mesa", 2760 "Palm Top", 9352, 8075, 2728 "Pine Peak", 2602 "Pacific Beauty", (deadhead:) 1379, 21149, 21150. Train 4, same: engines 528, 521; cars 1105, 2361 "Regal City", 9916, 9940, 9984, 9949, 9930, 2220 "Indian Squaw", 2722 "Pine Island", 9353, 8072, 2759 "Palm Summit", 2603 "Pacific Bend", DOT test car T-7 to go on train 30.

*BROADWAY LIMITED, train 41, Harrisburg, Jun 6: engines 601, 590; cars 1166, 1156, 5271, 5672, 2000, 2025 "Loch Leven", 5272, 5255, 5268, 5257, 3336, 8802-8803, 3200 "Forest Stream", 2234 "Tallahassee", 2601 "Pacific Beach", 2558 "Rock Creek". Train 441 (Wash. section), Lancaster PA, Jun 3: engine PC 4936; cars 1006, 5455, 5665, 2004, 8301, 2608 "Pacific Crest".

*Long Island RR train 14, EAST ENDER (thur & Fri to Montauk) with new parlor cars rebuilt from MU coaches: engine LIR 253; parlor cars 2018, 2019, 2015, 2016; bar-generator car 2101; coaches 2854, 2709, 2724.

*J.W. Riley connection, train 451, Jun 1: engine C&O 4065 (GP40); cars Amtrak 6058, C&O business car 25.



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